

ICE BREAKER

No.16

September 2001



ICE BREAKER is published independently by Malcolm Wallhead and Associates as a quarterly magazine covering Tasmanian Polar and Southern Ocean related topics.

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ICE BREAKER
SUBSCRIPTION RATES
(4 ISSUES PER YEAR)

AUSTRALIA-WIDE INCLUDING
POSTAGE & GST
SA 22-00

ALL OTHER COUNTRIES
INCLUDING AIRMAIL POSTAGE
SUS 20-00

SPECIAL RATES ARE AVAILABLE FOR MULTIPLE
COPIES.
PRICES ON APPLICATION

EDITORIAL

The Tasmanian Antarctic community has not been waiting idly for announcements about the selected airport and operator for the new Australian-Antarctic airlink.

Instead, a competitive spirit, vital for Tasmania to achieve success in the international Antarctic marketplace, has become more obvious and Tasmanian Polar Network members have been working throughout the year to ensure that opportunities for the advancement of Tasmania's status in Antarctic activities are not overlooked.

Over the last three months Hobart has hosted several Antarctic seminars and conferences and held a trial run of Mid-winter celebrations which will be further developed by members of the Tasmanian Polar Network and Tourism Tasmania. As well, the State Government has selected Bill Bleathman as the new Director of the Office of Antarctic Affairs, a position contested by 15 applicants.

This issue contains two stories of TPN members who are examples of the best kind of businesses Tasmania needs to sustain its Antarctic focus. Both Taylor Bros. and Ocean Frontiers show how innovation, an adventurous spirit and a willingness take on new challenges are characteristics necessary for success once a business becomes involved in Tasmania's commercial share of Antarctic and Southern Ocean science, exploration and tourism.

Anthea Wallhead

Cover Photo: Igloo Satellite Cabins at new Spanish base, Livingston Is., Antarctic Peninsula, (UGBOIP)

OMISSION: Cover photo, Issue 15. Potential blue ice airstrip, Prince Charles Mts., Antarctica (AAD)



FROM THE PREMIER'S DESK

As Premier of Tasmania, I have the opportunity to interact with local industries, covering the full breadth of Tasmania's economic activity. One area that I continue to be impressed by is the State's Antarctic industries. The levels of economic activity these businesses engage in highlight their importance to Tasmania. For the 12 months ended June 2000 approximately \$93 million was generated. This represents an increase of in excess of \$4 million over the previous year.

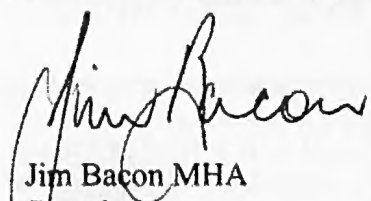
These figures serve to reinforce the important role that Tasmania is playing in matters Antarctic. I am confident that with the number of strategies put in place by my Government this level of activity will continue to increase.

The major factor influencing my confidence in this area is the State Government's policy on the Antarctic, Sub-Antarctic and Southern Ocean. This policy will be officially released during September 2001, and I am delighted that the Tasmanian Polar Network has offered to assist with the official launch. It is this special connection that epitomises the uniqueness of the State's Antarctic connection in which industry, government and science work together in a constructive manner to promote the best interests of Tasmania and Antarctica.

I am also pleased with the progress being made by the Antarctic Tourism Group in its efforts to develop a coherent strategy for the promotion of the State's Antarctic connection to both tourists and Tasmanians. It is important that we are all aware of the State's links with the frozen continent.

This year also marks the twentieth anniversary of the Commission for the Conservation of Antarctic Marine Living Resources. I wish the Commission members and the Secretariat well for this year's anniversary meeting and look forward to continuing the strong relationships CCAMLR has with Tasmania.

May I again take this opportunity to thank all of those people who continue to work hard to promote our State in a positive manner.



Jim Bacon MHA
Premier
Minister for State Development

A MESSAGE FOR ICE BREAKER READERS



I hope this is the lull before the storm.

From time to time I get concerned about the lack of Antarctic awareness by the Hobart public. During the Parliamentary recess I have spent a lot of time in the electorate and I have made a point of asking my constituents what do they know about Hobart's Antarctic operations.

I must say that I am alarmed at the lack of awareness of the \$100 million Antarctic industry benefits to our economy. When I point out the Antarctic is on par with the Atlantic salmon industry there is almost disbelief.

I am more and more convinced that we must fund an annual Icebreaker circulation to the total Hobart community. A message of Antarctic information to the Hobart community will at least address the serious void of knowledge that currently exists.

I am aware and congratulate Premier, Hon Jim Bacon MHA and the State Government on the extensive work they are undertaking to develop an Antarctic policy and I am pleased through the bi-partisan arrangement that I have been able to contribute.

It is important that the policy when released doesn't "gather dust" and I am sure the State Government will use its marketing resources to convey the information to the public.

Yes, I am wanting to create a storm of awareness.

Hon Peter Hodgman MHA
Shadow Minister for Antarctic Affairs

AIR LINK UPDATE

In June 2001 the AAD decided to seek further Expressions of Interest from potential providers of an Australia – Antarctica air transport link. As a result, Raytheon Australia Pty Ltd and Maroomba Airlines Pty Ltd were added to the list of six (now eight) short-listed companies.

Requests for Proposal (RFP) have now been sent to the eight companies with a closing date of 21 September. In the meantime, work continues on the Risk Analysis and Cost/Benefit Analysis. In addition preparation of reports for the Environmental Assessments is now underway.

Plans are also underway for work to be carried out near Casey during the coming summer season. It is planned for a glaciologist and a surveyor to visit the blue ice area about 30 to 35 km south west of Casey. Their job will be to map the blue ice region (discovered last summer, and reported in ICE BREAKER No. 15) in search of an area suitable for a runway (at least 2 km long, level, without undulations, and smooth). If they locate a suitable area, a D7 tractor may then be taken to the site to carry out some exploratory removal of surface snow and levelling. A decision concerning which type of airfield to develop – blue ice or compressed snow – will then be made.

Five automatic weather stations (AWS) are currently being built and these will be installed this season at locations recommended by the Bureau of Meteorology, so that they will be able to provide more accurate weather observations and forecasts to pilots flying to Casey from Australia.

Jo Jacka, AAD



TPN CHAIRMAN'S MESSAGE

We are now through the mid-winter along with its short days and looking forward to the coming summer and its Antarctic related programs and activities.

The midwinter solstice was celebrated this year with the inaugural Mid-Winter Celebration which comprised a series of events promoting the winter solstice and the importance of this day in the Antarctic calendar. The events were very successful and a consultant has been employed by Tasmania's South Regional Tourism Association to investigate its feasibility for an expanded operation for next year. The TPN, both collectively and individual members, continues to be actively involved in this project.

The "Antarctic Past, Present, Future" Conference held at the University of Tasmania on 22/6/01 followed by a celebratory dinner that evening was an event worthy of the occasion – congratulations to the organisers. It was gratifying to hear the Premier's strong support for the TPN and Antarctic-related Tasmanian opportunities in his after dinner speech.

The Premier is soon to release the State Government's Policy on the Antarctic, sub-Antarctic and the Southern Oceans. This will be a significant commitment by Tasmania to the TPN's role and work and will formalise much of the past support in a structured framework.

The Kitt Report has been widely discussed and dissected into specific actions for development of the opportunities it highlights. Members are urged to take the time to read it and consider any opportunities for their own individual or collective pursuit.

We were saddened to hear of the untimely passing of another of our members, Barry Beard. As a Member representing William Adams Caterpillar, Barry was a regular participant in TPN meetings and activities and his input was greatly appreciated. Our condolences are extended to his family and colleagues in their loss.

The Antarctic Airlink is now under bidding by 8 pre-registered Tenderers with bids closing in mid September. This is a key opportunity for Tasmania and the TPN keenly awaits the outcome and release of details of the proposed service which we hope will be based in Tasmania. It is clear however that Albany in WA remains a threat to which we ought not be blind.

As this is my last Chairman's Message before our AGM on 7/9/01, I wish to place on record my gratitude to the OAA for the support provided to me and the TPN in general. Cordula's vigilance and prompting is greatly appreciated, thank you. Bill Bleathman's appointment as Director of Antarctic Affairs was announced by the Premier at the mid-winter dinner on 22/6/01 – a fitting date! I congratulate Bill and look forward to his continued enthusiastic and committed assistance to the work of the TPN.

Bill Lawson, Chairperson.
21/8/01.

OFFICE OF ANTARCTIC AFFAIRS: NEWS UPDATE

Antarctic Marketing Strategy

Work is progressing steadily on the development of the marketing strategy document. Mr Andrew Towns from Clemenger BBDO has conducted 14 stakeholder interviews. The results of the interviews have been conveyed to the Antarctic Tourism Group. The group is working with the consultants in the development of short, medium and long term strategies to promote Antarctica and the State's unique connection with the frozen continent.

Antarctic and Southern Ocean Policy Document

OAA has been working with other State Government agencies to finalise this policy document. The policy provides a comprehensive framework on which Antarctic issues that affect the State can be managed. The document is a result of widespread consultation with key stakeholders during last year. The policy will be launched shortly by the Premier. More detailed information will appear in the next edition of Ice Breaker.

Proposed Antarctic Airlink

OAA continues to contact the companies involved in the airlink project, as well as providing updated information to interested Tasmanian Senators and House of Representatives Members. Tenders close for this project on 21 September 2001. Following this date assessment of the tenders will be made by the selection committee by this project, coordinated by the Australian Antarctic Division.

Mid Winter Events

A very successful inaugural midwinter celebration was conducted on 21 June 2001. Despite the short lead time, the event attracted widespread community support and received significant exposure in the media, both within the State and nationally. The Southern Tasmanian Tourism Taskforce, in conjunction with the Organising Committee of the original event, are investigating the possibility of an enhanced event for next year. If any TPN member would like to be involved in this innovative project, please contact OAA.

Antarctic Shipping Group

OAA, in conjunction with the Hobart Ports Corporation and local shipping agents, have established the above group. The role of the group is to provide a forum for issues relating to Antarctic shipping. If you have an interest in being involved in this group or would like to have additional information, please contact OAA.

Staffing Issues

Bill Bleathman was formally appointed to the position of Director, Office of Antarctic Affairs in late June 2001.

As a result of a State Government initiative, a new position of Executive Officer for OAA has been created and interviews for this position were conducted in early August. It is hoped that the successful applicant will be available to commence duties in the office in September 2001.



IGLOO UPDATE

Despite the sad loss last October of the designer and manufacturer of the Igloo Satellite Cabins, Malcolm Wallhead, two more Igloos have been sold in recent months, and it is hoped that Igloos will continue to be manufactured in Tasmania in the future.

With the assistance of 3 fibreglassers who worked for Malcolm Wallhead and Associates previously, the first Igloo was completed and shipped to Montevideo, Uruguay in July. This extended Igloo was made for a Spanish polar institute whose Director had purchased 2 Igloos in 2000, after visiting the Tasmanian Polar Network at the COMNAP meetings in Tokyo last July.

The most recent Igloo order is for the School of Physics at the University of Sydney, NSW. This extended Igloo, coloured green and gold, will be set up unmanned near the French base at Dome C. The instruments installed on this Igloo will record astrophysical data which will be accessible on the Internet.

MAWSON'S CHEMIST HONOURED

Dr Alf Howard, the last surviving member of Douglas Mawson's expedition to Antarctica 1929-31, was one of 12 recipients of the Australian Geographic Society's gold medallion for a 'lifetime of adventure'. Now living in Brisbane, Dr Howard, 95, joined the expedition as a chemist to study seawater, and continued to correspond with Mawson after their return to Australia.

UNCOVERED PLANE PLANS

Admiral Richard Byrd's Fokker Super Universal plane, the first aircraft to fly over the South pole, will be recovered next year by the New Zealand based Antarctic Aviation Preservation Society. The plane crashed in a storm on the Ross Dependency in 1929.

THE INNOVATION PATENT

If you are designing something specially suited to Antarctic conditions, the following may be of interest to you. Since May 24, 2001, the Innovation Patent offers protection to new ideas through a simpler, cheaper process than the standard 20 year monopoly protection plan, during which time no

further developments of the same design can be patented. An 8 year monopoly at a lower inventive 'threshold' is now available, allowing the inventor to develop a product incrementally. For further details on Patents, Trade Marks and Designs, contact IP Australia.

MEDIA SPOTLIGHTS ON TPN

- Antoine Guichard of Latitude Technologies featured in Brand Tasmania's June 2001 Newsletter.
- Staff of AAD and CSIRO featured on ABCTV's 'Snapshot' segment over several weeks.
- Salamanca Maxilab has been advertised for sale in the Tasmanian Real Estate Guide.
- Marie-Paule Leroux of Exquisite Flavours has won the 2001 Tasmanian Business Woman of the Year Award in the 'Business Owner' category.
- Gary Kuehn of Arete Training and Solutions was one of 3 expeditioners featured in a film of a traverse of the South Patagonian ice cap shown at Mountain Designs in Hobart in June.
- Sinclair Knight Merz won an Engineering Excellence Award for their role in both the York Park Redevelopment in Launceston and the Abt Railway Project at Queenstown, Tasmania.
- Tenders close on 11 October 2001 for the lease of AAD's property in Kingston, Tasmania.
- Collex Tasmania Pty Ltd has purchased the waste management division of the Hazell Brothers group.
- Rob Easter from AAD will be holding an Adult Education course entitled 'Living and Working in Antarctica' on 18 October, 2001.
- Bill Lawson of Sinclair Knight Merz explained the potential benefits to Hobart of the Antarctic airlink in the August 21 Mercury Supplement entitled 'Clever Devils: Innovations in Tasmania'.

APOLOGY

ICE BREAKER apologises to the Governor, Sir Guy Green, for mistakenly noting in Issue 15 that His Excellency would host both the evening reception and dinner for those attending 'The Antarctic: Past present and Future' Conference in June 2001. The dinner was hosted by the University Staff Club. Thanks to the Governor's new Secretary, Chris Beattie for pointing out the error!

"SIR HUBERT WILKINS"

Opportunity Passes By Only Once!

By Don McIntyre, Director of Ocean Frontiers Pty Ltd.

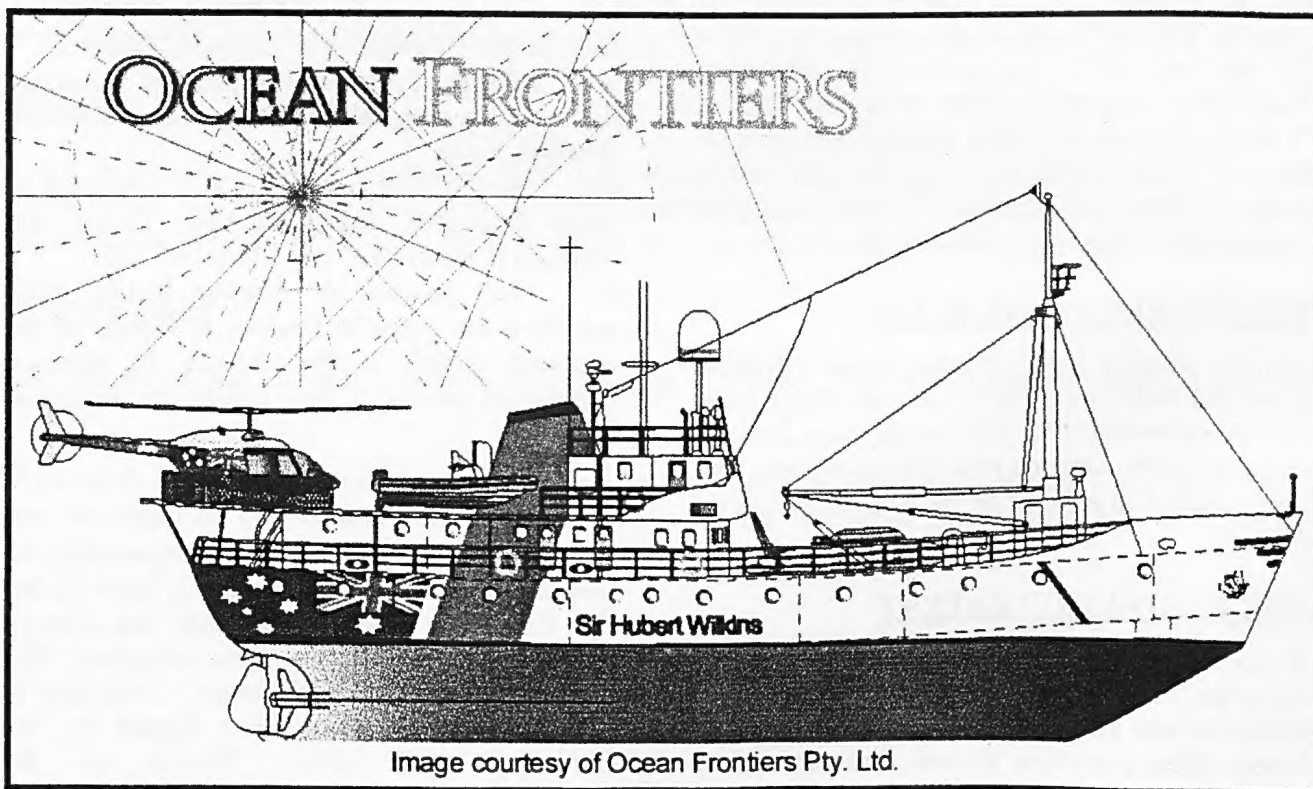
'I had just recently completed a solo 28,000-mile circumnavigation of the world in the 1990-1991 BOC Challenge; a yacht race considered the Everest of sailing. Sitting in front of me was Tim McCartney-Snape who had recently climbed Mount Everest solo and beside him was Dick Smith piloting his helicopter. We were all about to fly under the Sydney Harbor Bridge on our way to the launch of Dick's new book, telling of his solo helicopter flight around the world.

As we approached the bridge Dick asked "what's next on my adventure planning?" ... "I was caught momentarily without an answer and then spontaneously I said... "I'm thinking about sailing to Antarctica!" ... Did I really say that?... I had thought about it previously when reading the exploits of David Lewis and Mawson was the boyhood hero, my being brought up in Adelaide. Now I had really stuck my foot in it!

I still owned Buttercup, the 50 foot yacht I raced around Antarctica during the BOC, so a few months later I set off to Commonwealth Bay with three guys and 200 teddy bears (a fundraiser for the local children's hospital). As expected, Cape Denison was windy and the Southern Ocean rough but I truly caught the Antarctica disease and wanted to go back even before I had returned to Hobart.

Margie, my wife, thought it was a great idea so two years later in a bigger boat, the "Spirit of Sydney", we returned with a hut and enough food, fuel and equipment to survive up to two years. "Spirit" returned to Hobart and we were left totally alone to survive a true frontier experience that still burns bright in my memory.

Living 400 metres from Mawson's hut, the blizzards were long and intense, providing many opportunities to contemplate the meaning of life and our future direction. Before the year was over we both agreed that a "big boat" was on the agenda providing an opportunity to support Exploration, Discovery and Adventure all



Continued next page >

over the world and in a grand way, sharing it with others. Within weeks of returning to civilization I commissioned the design of a 36 metre sailing ice ship to be built from aluminum, unfortunately at a cost of 10 million dollars...oops!

I had seen a similar vessel many years before called "Antarctica". It was owned by the French adventurer Jean Louis Etienne and was built of aluminium. Twice it had sailed to Hobart on route to Antarctica. To my surprise it was for sale for around three million dollars. My sponsorship proposal bounced all over corporate Australia and Dick Smith expressed a possible interest in supporting the idea but after protracted negotiations with the owner over nearly 12 months it was sold to the Cousteau Society.

It had taken nearly three years to get to this point and our Antarctica involvement continued to the ice every summer. In 1996/97, we returned with Microsoft and a live interactive via satellite website with video clips, photos, maps and a day-by-day account of activities. We found a tenant for Gadget Hut so a chap survived solo during a year of isolation. We returned again in 1997/98 as the first official Australia Day Ambassadors to Commonwealth Bay. The flag-raising in front of Mawson's Hut went live to the nation with the Governor-General on "A Current Affair" and shortly after we attempted a sledding expedition to Madigan's Nunatak. We gave up after eight days- it was simply too scary and too windy. Again in 1998/99 we had tenants for our hut with Jim and Yvonne Claypole enduring another winter. But a ship was always in the back of our minds.

Dick Smith is passionate about Antarctica as a land of adventure and for many months I worked with him researching the opportunities available to establish an adventure and scientific gateway to the trans-Antarctic mountains utilizing heavy lift aircraft landing on the blue ice of Rennick Glacier. It all became too difficult but I had mentioned the advantages of accessing a coastal area by ship providing cost-effective logistics. Chartering a ship did not provide the necessary flexibility so a hunt began to find a good ice ship that could carry cargo, people and a helicopter.

Margie and I were keen to be involved so two years and hundreds of ships later; "Tutka" arrived on the fax machine from a European broker. With classic lines and previous government ownership, not too big, not too small, she looked good but was in the Baltic about 14,000 miles away. Dick was enthusiastic. Margie and I were stunned, we bought a ship! It was June 2000 and we were scheduled to depart Hobart six months later bound for Commonwealth Bay. In a few frantic weeks we had slipped the ship, disassembled the motor, prop shaft, motor and every other piece of equipment, fitted new safety gear, assembled a crew of ten and set off across the Baltic.

Renamed "Sir Hubert Wilkins" after the incredible Arctic and Antarctic adventurer (also from South Australia), the next three and half months become an epic tale of endurance for the crew crossing the Atlantic, through the Panama Canal and finally across the Pacific. Any romantic visions about being a ship owner fell apart quickly. It was 24 hours a day for Margie and me stuck in the Sydney office which buzzed coordinating parts, people and money to the ship as "Huey" arrived at the Azores, Caribbean, Galapagos, Pitcairn, Tahiti... and yes, I wished we were on board!

Our first cook only lasted a few weeks and fortunately abandoned ship in Spain before the crew made him walk the plank. There were plenty of breakdowns as "Tutka" had never really seen rough water in the Baltic but the crew did an amazing job. On the 16th of October "Huey" arrived at Lyttleton, New Zealand.

With a Hobart departure deadline only weeks away we stripped the ship completely from bow to stern. Six weeks and nearly one million dollars later, "Huey" was classed for the first time as a Lloyd's 100A-1 cargo ship, fully compliant with all the latest MARPOL, GMDSS and SOLAS rules. Sailing from Lyttleton (on route to Sydney) with a brand new paint job, heli-pad and new workboats, "Huey" was truly recognizable as an expedition ship.

Dick Smith Foods became our official sponsor at a big launch below the Sydney corporate skyline. Helicopter "Jelly", our beautiful float-equipped Hughes 300 flew on board and we set sail for Hobart immediately. It had been a hectic six months but on December 16, only two days behind schedule, thirty-one people began an Antarctica adventure with tremendous anticipation and excitement sailing down the Derwent River as family and friends looked on in awe at this little ship heading south.

Continued next page >



SASCO TO APPEAL

John Webb, joint owner of the South Australian Shipping Company (SASCO) which intended to use Hobart as a home port for Antarctic cruises, says he will appeal against the decision made by the Australian Securities and Investment Commission to liquidate the company. Apparently, the losses made by the company are not as great as ASIC claimed.

EXPANDED SHIPPING SERVICES

Effective from 31 August, 2001, Purdon & Featherstone, Shipchandlers and Provedores, has been sold to Richard Fader Ltd, parent company of Tasmanian Shipping Supplies, a member of the Tasmanian Polar Network.

The combination of a waterfront icon, established over 145 years ago, in Purdon & Featherstone, and a vibrant, young and enthusiastic ship supply company, in Tasmanian Shipping Supplies, is a logical partnership, forming Tasmania's largest ship and Antarctic resupply company.

The two businesses will operate under separate trading names in enlarged premises on Macquarie Wharf, Hobart, and will offer a full range of ship and Antarctic resupply and service options for their established and new clients.

Additions to their facilities, to serve clients' supply requirements better, include enlarged cool rooms, additional refrigerated vehicles and the provision of technology to allow for orders to be placed directly with either company online via the Internet.

TOOTHFISH SALES

More than 116 tonnes of Patagonian toothfish, allegedly caught illegally and confiscated from the SOUTH TOMI in April this year (see ICE BREAKER Issue 15), will be sold by tender by the Australian Fishing Management Authority, and could raise up to \$A1.6 million. The filleted and boxed fish may then be sent to China, Japan or USA for consumption.

"SIR HUBERT WILKINS" continued

Thirty-one days later we returned triumphant with all expedition objectives met. For the first time in the history of mankind we had located the south magnetic pole. For the first time a major hydrographic survey of the Cape Denison Anchorage was completed, finding many un-charted dangers. An eight-person team successfully completed restoration work on Mawson's Hut and Huey's cargo hold was full of rubbish returned from Cape Denison. Accurate tidal information had been recorded, aerial photographic surveys completed, and a previously unknown Mawson supply depot had been discovered. Everyone had fun exploring, filming, photographing, kayaking and visiting Dumont D'Urville and Port Martin. "Huey" performed flawlessly.

A few weeks later "Huey" set off again for the Ross Sea with some apprehension as ice reports suggested the going would be tough, it being the worst ice in the past 10-15 years. Weathering numerous storms and penetrating 250 miles of ice, Ross Island was achieved thirteen days out from Hobart. Helicopter "Jelly" flew off to recover Liv Arnesson and Anne Bancroft who had recently skied across the entire Antarctica continent. On the way home a visit was made to Macquarie Island, with two scientists picked up and repatriated to Hobart.

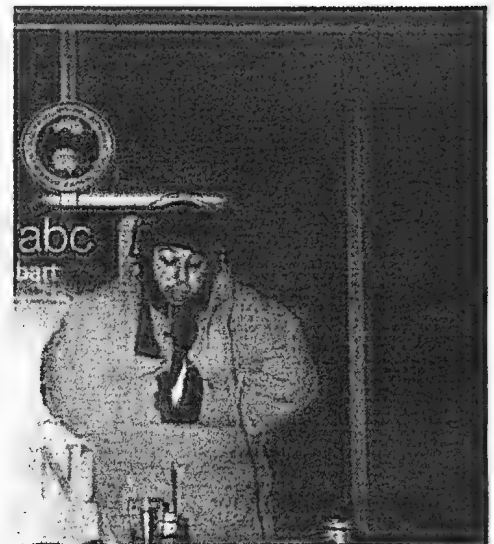
It had been eight months and 24,000 miles of wilderness ocean, icebergs, whales, birds, palm trees, hot, cold, humid, dry, windy, calm, cloudy, sunny, fun, frustration, fear, excitement, hard work and play! Huey just kept on going, the crew gave it everything they had and we achieved much.

This marked the end of the beginning. Huey sets sail again for Antarctica in December 2001. Your opportunity to secure a berth is as simple as a phone call, 02 9979 3155. Information is on the web at www.oceanfrontiers.com.au including the ship's log of previous voyages. "Huey" is a great opportunity for everyone whether you are an adventurer, researcher, government department or tourist. "Huey" can and will do many things for many people over the next few years so don't miss the boat!



**Coollest clothing -
students dress
up for Midwinter**

**Coollest DJ – ABC
Radio's
Tim Cox in the
Freezer Room,
Antarctic Adventure**



**Students trying out a
Hagglund for size**



MARITIME FOCUS

- The establishment of a physical and online maritime trail in Tasmania was suggested by the Maritime Museum of Tasmania's Manager Jeff Gordon in June this year.

The creation of a database of various centres housing collections of maritime resources would provide a guide to both locals and visitors. Included in the trail concept would be centres such as the Queen Victoria Museum in Launceston, the Tasmanian Museum and Art Gallery, Antarctic Adventure in Hobart and the Marine Discovery Centre at Woodbridge.

- The Marine Coastal Community Network has opened a shop at 138 Collins Street, Hobart, which provides a range of information, displays, videos and slide presentations about marine reserves and their social and economic benefits.
- The Marine Discovery Centre at Woodbridge will be having an Open Day from 10am to 4 pm on October 7, 2001. Activities include viewing a diverse range of sea creatures displayed live in the Centre's pool and aquaria, and taking short cruises in the D'Entrecasteaux Channel in the PENGHANA or one of the visiting police boats. The CARTELA will also bring visitors from Hobart and a lunchtime cruise on the Channel is available. This year's Open Day is held in conjunction with the Woodbridge District High School Fair, Music in Silverwater Park and historical displays at the Woodbridge Hall.
- Tourists on Lindblad Expedition's voyages are now able to view the underside of icebergs, bottom flora and geological formations via a Remotely Operated Vehicle (ROV), a video camera mounted inside a protective frame manoeuvred by 5 thrusters. As well, a video microscope is connected to onboard TV sets and shows samples of marine invertebrates. Further details of visual and audio facilities available on Antarctic voyages can be found on www.expeditions.com

GREENLAND HUSKIES

An Australian who once spent time in Antarctica as an electrician is at present continuing his trek

circumnavigating Greenland with fellow explorer Lonnie Dupre from USA. John Hoelscher has been using a sledge and a team of 14 huskies to follow Greenland's coastline in 3 stages, and the 2 men plan to finish in early September this year at Ammassalik in the south east.

WORLD TOURISM CONVENTION

Included in next month's convention at the Hotel Grand Chancellor in Hobart will be a segment on 'Antarctic Tourism: Where are the Limits?' One of the speakers will be TPN member, Dr Lorne Kriwoken, Director of Poles Apart.

SOUTHERN CENSUS

All Australians wintering over in Antarctica were well prepared for Census night this year. Census forms were sent down by ship in January for later distribution to the 56 residents on continental bases and 22 on Macquarie Island. Locked in safes until August 7, filled out and then returned to the safes, all forms will be sent back to Canberra once collected by the first ship scheduled to call at each base during October.

MIDWINTER ACTIVITIES

Hobart's first Midwinter Celebration on June 21, 2001 included Antarctic Division staff swimming in the chilly Derwent River at Kingston and an ABC Radio broadcast from the freezer room at Antarctic Adventure which included interviews with members of the Antarctic community both in Hobart and Antarctica.

Guided walks along the waterfront were organized to point out the diverse range of historical and current connections with Antarctic expeditions, and a dinner in Salamanca Square featured a 20 minute video of Antarctic images. During the day school students had the opportunity to dress up in cold weather gear, climb on skidoos, quads and a Hagglund vehicle, as well as set up polar shelters and participate in other base camp activities guided by AAD staff.

The Mercury newspaper also featured midwinter dinner menus at bases in Antarctica this year and explained how fresh vegetables were grown hydroponically to provide salads for the expeditioners whose diet mainly consisted of frozen and tinned foods.

IS HYDROGEN READY FOR ANTARCTICA?

With the support of Tasmanian State Government, through the Office of Antarctic Affairs, engineer and current IASOS Honours student David Pointing will spend the next five months investigating the global development of hydrogen power storage systems for use with renewable energy generators. His objective will be to identify system components and designs suitable for use at Antarctic stations and field camps. This forms the first stage of an annual scholarship provided as a Government initiative to assist the Tasmanian Antarctic community.

Scientists and engineers have long been interested in using renewable energy in Antarctica, and a variety of alternative energy systems are in operation now (wind, photovoltaics, hot water). The benefits of reduced reliance on conventional (diesel) generation systems include lower long-term costs and significantly reduced impacts on the fragile polar environment. An AAD plan to install a large-scale wind turbine project at Mawson Station in 2002/3 is projected to reduce powerhouse fossil fuel consumption and emissions by 75%, establishing a new benchmark in minimum-impact Antarctic station operation and representing an important step towards achieving zero emission operations.

A significant impediment to the further development of all renewable energy systems for applications ranging from solar cars to 'green' powered Antarctic stations or field camps, is the design of appropriate storage mechanisms. One of the most favoured options is the use of hydrogen power, and this field is currently the focus of many corporations and research groups around the world.

Hydrogen power systems use [1] renewable energy supplies (wind, solar) to generate hydrogen gas, [2] store this in a suitable manner, and [3] reconvert the hydrogen to electricity when needed via fuel cell technologies. David's research project will consider all three aspects of systems that are potentially suitable for use in Antarctica, with the greatest challenge anticipated in the design of a safe, practical, and economical hydrogen storage system.

AUSTRALIAN POLAR WIND POWER

The Australian Antarctic Division has committed \$6 million to establish wind power facilities at Australian bases in Antarctica. Mawson station will be the first base to have large scale wind turbines installed, and these are expected to provide up to a megawatt of power from potential wind speeds of 300 km/h. This wind power system will have a much lower environmental impact than the current diesel fuel system, as well as being a renewable source able to meet the majority of the station's energy needs. The turbines will be manufactured by German company Enercon and will be installed next summer by Powercorp Pty Ltd of Darwin, Northern Territory, Australia.

ENGINEERING AWARDS FOR AAD

The Institution of Engineers, Australia, has awarded the Australian Antarctic Division two 'Engineering Excellence Awards' this year. One was for 'a building monitoring and control system to reduce energy usage at Australia's Antarctic stations'. AAD's new Building Monitoring Control System uses 120 controllers to monitor the services of 63 buildings via 8 networked computers in Antarctica and Australia. The other award, for 'energy efficient food storage in a cold climate' was received for a coldstore refrigeration system specifically designed to suit storage of fresh produce for a longer period of time at Mawson station..

TAYLOR BROS. (SLIPWAY & ENGINEERING) P/L

COMPANY HISTORY

Taylor Bros. was established in 1936 by brothers Norman and Athol Taylor, and working from their Slipyard site at Napoleon Street, Battery Point, they were highly regarded for the fine yachts and rivercraft they built. Over the lifetime of the business changes in economics, lifestyles and industry have necessitated a diversity which has taken the business into many varied fields of operation and provided a wealth of expertise and knowledge. From the pleasure craft built in the 1930's followed by involvement with Defence craft during the Second World War, the slipyard then became a centre of seasonal activity for the fishing industry.

An association with the civil construction industry took the firm through a period of involvement in wharf, bridge and barge construction, and island foundations for a riverfront convention centre. One of the most important projects was the reconstruction of Hobart's Tasman Bridge and a team of divers and boat handlers supported by onshore staff, worked long hours in the difficult mid-river conditions at both the Tasman and Bailey bridge sites. The construction of a steel barge for timber recovery in 1974 led to an involvement in a timber recovery programme following the Ash Wednesday bushfires in South Australia in 1983. Specialist equipment needed to store and then recover pinus fire damaged logs in a nearby lake successfully assisted the forest industry to maintain timber supplies for several years.

Offshore exploration programmes undertaken off the West Coast of Tasmania in 1982 and the North-West Coast in 1984/85 presented Taylor Bros. with an opportunity to provide onshore services including a drillpipe yard, mud and cement pumping, drill equipment repair, construction of rig equipment, high pressure installations onboard the drilling platform, and many general maintenance and repair items required in day to day drilling operations.

An ability to assemble unique machinery led to construction and operation of harvest equipment for the extraction of horticultural peat from peat bogs in the central Tasmanian highlands. Establishment and operation of a drying plant provided seedling growers with quality graded peat supplies, and won an Energy Efficiency award.



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Tasmania, 7009, Australia.

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Experience in plant installation brought about an association with the Pyrethrum industry with assembly, installation and commissioning of many items of plant, and its operation, during the short harvesting season at the North-Eastern Tasmania site.

Local representation of New Zealand based Hamilton Jets Ltd. provided the Company with a contract with the Australian Antarctic Division to convert aluminium barges to jet power for transfer of stores from ship to shore at southern bases. This work has led the business into a continual association with the Division and period contracts for repair and maintenance work to Antarctic vessels. Hamilton jet units also provided contracts for installation work in various other marine applications.

DIVERSE GROWTH

Services to shipping have played a major role, particularly those provided to owners and operators of polar vessels, including "Aurora Australis", "Icebird", "L' Astrolabe", and other international ships venturing into southern ocean areas. During the summer season urgent repair and turn around of vessels is an important factor in maintaining vital programmes, and during winter annual survey and maintenance work, including main engine and gearbox rebuilds and overhauls are undertaken.

Over the years considerable knowledge has been gained in underwater work, including fishing boat salvage and demolition. In 1994 when a Hobart built high speed catamaran was stranded high and dry on a rocky reef just outside the entrance to the Derwent River, the plight of the vessel provided a unique challenge for all involved in its successful refloating after a trying six week period working in difficult and dangerous conditions. Tradesmen were enlisted to assist the local Shipbuilder with repairs to the damaged ship, and Taylor Bros. continue to provide support with vessel fit-outs, engine and gearbox commissioning and rebuilds, and fabrication of ship sections. Further fabrication of life-raft containers is undertaken for a life-raft manufacturer for overseas export contracts.

During 1995 an industrial gas supplier in Hobart found it necessary to relocate their plant from a residential area to a heavy industrial site, and much of the installation work was undertaken by our skilled tradesmen.

Representation of marine equipment manufacturers provides work in installation and commissioning, maintenance and the rebuilding of many makes of large diesel engines, gearboxes, pumps, fire suppression systems, and other types of equipment for commercial shipping, trawlers, coastal fishermen and the pleasure boat industry. Our Company has established a reputation as specialists in large diesel engine rebuilds and ships' engine room work, total re-engineering packages, pipework refits, propulsion systems, overhauls, etc.

Visits of international ships to the Port of Hobart have created interesting and different tasks for all involved in the provision of support in the marine industry. Overseas shipping lines often seek supply of equipment which is not easily obtainable in this region and, with the aid of modern communication, we are able to manufacture or assembly many unique items required to keep a vessel in service so far from its home port.

Contracts with the United States Navy to undertake support for their visiting naval vessels has been exciting and challenging, and has included provision of transport between ship and shore for stores, garbage, effluent, high security cargo, mail and many unusual items. One of the most exciting challenges was to wash off and paint from waterline to flight deck the exterior of a U.S. aircraft carrier within the five day period of its visit whilst it was anchored several miles from shore. A round-the-clock operation for the duration of its stay provided a satisfactory conclusion and a curious spectator fleet to bear witness to this unusual task.

At Taylor Bros. we pride ourselves in the fact that we have taken on challenges that others have walked away from saying "it can't be done"!

FUTURE PLANNING

In 1996 a partial relocation of operations to a new workshop and office facility on the riverfront at Surveyors Drive, Derwent Park, is seen as a move toward the future and will provide new areas of involvement with ability to allow for development of many new customers.

Many new activities are being investigated and there is a keenness to take on new challenges which are

Continued next page >

opening up within the marine industry and many other industries in this State.

The large area of land surrounding the buildings includes a useful foreshore area with access to a large berthing jetty, and a capability for dry storage of vessels and equipment.

Work is proceeding on the second stage of development with the construction of the second and largest workshop building, including overhead gantry crane, providing additional floor area and space for future activities, including construction of vessels or vessel sections, fabrication, and manufacturing opportunities. Direct access to the foreshore makes this facility, and Taylor Bros., an important player in the marine industry in Tasmania.

Continuation of employment and opportunity for highly skilled tradesmen is intended to equip our Company with diverse experience and a reputation for quality operation in many fields.

We look forward to the future confident that we will capably meet the many challenges that lay ahead.

(Thanks to Jan and Phillip Taylor for providing this article about Taylor Bros., celebrating their 65th Anniversary this year.)

If your business celebrates a special Antarctic or Southern Ocean anniversary, why not let ICE BREAKER publicise it for you? Articles will be received at any time for forthcoming issues.



Midwinter activities in Salamanca Square, Hobart.



POLAR TEACHING & LEARNING

- Australia's first graduate to receive a scholarship from the Enderby Trust in New Zealand is Jenny Collins. Jenny majored in marine, freshwater and Antarctic biology for her Bachelor of Science degree, then graduated with Honours in her Bachelor of Antarctic Studies at the University of Tasmania.

The scholarship was awarded for her thesis on methods used to determine seals' diets, and enabled her to spend three weeks exploring sub-Antarctic islands on the **AKADEMIK SCHOKALSKI** last year. Jenny is now working as a marine science technician at the Marine Discovery Centre at Woodbridge and co-ordinates primary education programs for visiting students.

- US primary school teacher Betty Trummel recently spent 2 weeks visiting Tasmanian schools talking about her Antarctic experiences gained from joining a Teachers Experiencing Antarctic and the Arctic (TEA) program (<http://tea.rice.edu>). Schools can now access and borrow Antarctic resources donated by Ms Trummel to the Tasmanian Museum and Art Gallery. Ms Trummel is also keen to communicate with teachers of Antarctic studies and can be reached by email on BOOP82@aol.com.

- Online curriculum modules about Antarctica from OPEN-IT can be found at The Circle at: www.discover.tased.edu.au/netlearn.counselst.htm. Teachers must first register on the Discovery database and request a copy of the module.

(Thanks to the Mercury's Newspapers in Education (NIE) section for their Antarctic articles <http://ink.news.com.au/mercury>)

BI-POLAR FLIGHT

A South African Airways Boeing 747-400 is to be chartered for us-based Concorde Spirit tours, which will attempting to set a new time for an around-the-world flight via both geographic poles. Last month, the cost of business and economy class seats were reduced by 2/3rds or more to boost bookings for the 17-19 November flights. For further details see www.concorde-spirit-tours.com.

ICE MOVES

Antarctic ice shelf movements are being tracked by space-based imaging radar from Canada's satellite RADARSAT-1. Detailed topographical maps made in 1997 and 2000 are now being compared to establish the rate of movement of glaciers such as the Lambert Glacier, known to move at up to one kilometre a year when it reaches the Amery Ice Shelf. Further details are available from www-bprc.mps.ohio-state.edu/radarsat/

Global warming effects in Antarctica are also evident in Antarctica, where sea-ice has shrunk southwards by about 3 degrees latitude. Analysis of air bubbles trapped in samples from undersea bore holes show that the amount of carbon dioxide in the air is the highest in 420,000 years.

OBITUARY

Barry Beard
1942-2001

Barry Beard, Regional Manager for William Adams Pty Ltd, passed away after a short illness on June 9, 2001. He began at William Adams in 1967 and built his career in machine sales and branch management before succeeding Jim Playsted as Regional Manager of Tasmanian operations in July 1998. He expressed a keen interest in the activities of the Tasmanian Polar Network and made several visits to Hobart from Somerset to attend meetings with his colleague Peter Fewkes. Barry is survived by his wife Yvonne and children Adrian and Cheree.

NEW MANAGER

William Adams Pty Ltd has appointed Warren Young as the new Regional Manager for Tasmania, to replace the late Barry Beard. It is expected that he will be attending TPN meetings once he has been briefed by Peter Fewkes on William Adams' Polar Operations.

HOBART CITY COUNCIL'S ANTARCTIC FOCUS

NZ VISIT HIGHLIGHTS OPPORTUNITIES FOR HOBART

"A short but most illuminating trip that highlighted the potential significant economic benefits that could accrue to Hobart and Tasmania from more effective marketing and development of Hobart as an international, scientific, commercial and tourism gateway to the Antarctic". (Pru Bonham)

Earlier this year, Deputy Lord Mayor Alderman Pru Bonham and the Hobart City Council's Director of Development and Environmental Services, Peter Curtis accompanied the (then) Acting Director of the Office of Antarctic Affairs, Bill Bleathman and the Acting General Manager of Hobart's Antarctic Centre, Bruce Kelly on a three day visit to Christchurch, New Zealand. Mr Bleathman and Mr Kelly also attended the Australasian Scientific and Technology Exhibition Network Conference in Wellington, New Zealand.

Ald Bonham said that the purpose of the delegation to the City of Christchurch, from Council's perspective, was to specifically look at the success of Christchurch as New Zealand's international gateway to the Antarctic including:

- familiarising ourselves with what is occurring in this area at an international scale
- understanding the economic importance of the Antarctic Gateway to Christchurch and the Canterbury Region
- understanding the extent of integration and cooperation between the principal stakeholders
- observing the strategic land use planning initiatives reinforcing the Antarctic connection
- observing the tourism and cultural heritage promotion and marketing related to the Antarctic and Southern Ocean"

The delegation had 2 and a half days of meetings with senior representatives from the New Zealand Antarctic Program, American Antarctic Program, the Antarctic Centre Management in New Zealand, Christchurch City Council, Canterbury Development Corporation (the region's economic development arm) and the University of Canterbury. They also looked less formally at Christchurch's Antarctic Heritage trail and the Region's principal port, Lyttelton.

The visit reaffirmed the Council's view that Hobart's proximity to the Antarctic and Southern Ocean presents many opportunities.

"Critical to realising these opportunities is reaffirming Hobart as Australia's International Gateway to the Antarctic and ensuring a fully integrated approach by all stakeholders. A coordinated approach to the marketing of the Port and Airport as international entry points to Australia and further development of infrastructure to service Antarctica through Hobart are of critical importance and must be seen as high priorities," said Alderman Bonham.

Following the visit, Ald Bonham and Mr Curtis asked the Hobart City Council to consider more initiatives to market Hobart's rich and unique heritage and association with early and present Antarctic exploration and scientific study. Recommendations adopted by Hobart City Council at its March meeting included:

- Appointing an officer as the Council representative on the Antarctic Tourism Committee, (Office of Antarctic Affairs)
- considering allocating funding in the 2001/2002 budget towards shared funding of a marketing plan to increase Hobart-based Antarctic Tourism.
- exploring funding sources for public education and interpretation in Sullivan's Cove.
- supporting Government and industry initiatives to develop an airlink between the Hobart region and Antarctica, and
- including Antarctic and Southern Ocean issues in any proposed partnership agreement between Council and the State Government, also looking at possibly involving research institutions and interest groups such as the Tasmanian Polar Network.

Alderman Pru Bonham

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Purdon & Featherstone are the contract food suppliers to the Australian Armed Forces and have recently renewed their long standing supply agreement.

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POLAR PUBLICATIONS



BOOKS

'Living on the Edge: Our Personal Antarctic Story' by Yvonne Claypole. Published by Harper Collins. Price: \$29.95.

- Yvonne's practical account of 12 months living in isolation with her husband at Cape Denison, Antarctica.

'The Emperor's Embrace: Reflections on Animal Families and Fatherhood' by Jeffrey Masson. Published by Vintage. Price: \$25.20.

- Includes a chapter on the Emperor Penguins' devoted fathering of their chicks.

'Shadows on the Wasteland – Crossing Antarctica with Ranulph Fiennes' by Mike Stroud. Published by Penguin Books. Price: \$12.95.

- Details the longest unsupported journey across Antarctica (2390 kms) by Ranulph and Mike.

'Lady Spy, Gentleman Explorer: The Life of Herbert Dyce Murphy' by Heather Rossiter. Published by Random House. Price: \$29.95.

- A biography of a member of Mawson's 1911 Antarctic expedition.

BOOK REVIEW

'Just Tell Them I Survived! Women in Antarctica' by Robin Burns. Published by Allen and Unwin. Price \$24.95.

For any woman considering travelling to Antarctica for research or exploration purposes, this book makes interesting preparatory reading. It explores a cross-section of women's opinions and emotions evoked by Antarctica and the 'Antarctic culture' established there by men, so perhaps men should read it as well to understand women's reactions to this 'culture'!

Interviews with 130 women who spent time in Antarctica since the 1940s form the basis of this book, which records women's presence, attitudes and achievements since that time. However, the persistent focus in many chapters is on the difficulties women had in coping with the established routines and expectations of the men at Antarctic bases (almost as if the women assumed these norms would automatically alter because of their presence.) Accounts of women still disturbed by their Antarctic work experience after returning to Australia tend to outweigh those of women more prepared and/or experienced working within a male-dominated, isolated community group, who returned with a strong sense of achievement.

Methods employed by women to achieve an Antarctic posting, despite initial resistance and reluctance to accept them within the selection panel, are explained in early chapters, while examples of coping with job expectations and social interactions are given in later chapters. The author covers a range of problems still faced by women seeking to go to Antarctica, but also outlines some of the changes of attitude now more evident within the selection process. Appendices list all women known to have participated in Antarctic expeditions; a demographic portrait and women's writing about Antarctica.

WEBSITES AND GAMES

<http://www.ehit.flinders.edu.au/archeology/AWSANZ/index.html> - The archeology of Whaling in Southern Australia and New Zealand. Initiated by 2 Australians, this project looks at aspects of Australasia's colonial whaling industry.

'Extermination' Sony PlayStation 2 (Rating MA 15+) – a North Pole adventure where one is confronted by alien invaders when responding to an alarm triggered at a remote research station.

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POLAR CALENDAR



| | | | |
|-------|-----------|-------|---|
| 7 | September | 2001 | Tasmanian Polar Network Annual General Meeting. 11.00am.Hobart International Airport, Cambridge, Tasmania. |
| 18-20 | September | 2001 | ISOM(International Research Ship Operators Meeting). Contact : http://www.nioz.nl/isom |
| 21 | September | 2001 | Closing date for requests for proposals for Antarctic Air Transport Link operators. |
| 23-26 | September | 2001 | AAD Station and Field Training for V2. Bronte Park, Tasmania. |
| 29-30 | September | 2001 | AAD Station and Field Training for Vs 4,5,6. Bronte Park, Tas. |
| ? | September | 2001 | Issue 2 of 'Australian Antarctic' magazine published. |
| ? | September | 2001 | 20 th Anniversary celebrations for the Australian Antarctic Division moving from Melbourne, Victoria to Kingston, Tasmania. |
| ? | September | 2001 | Release of the State Government's Policy on the Antarctic, Sub-Antarctic and Southern Ocean, Hobart, Tasmania. |
| 7 | October | 2001 | Marine Discovery Centre Open Day. 10 am-4 pm. Woodbridge, Tas. |
| 22 | October | 2001- | |
| 2 | November | 2001 | 20 th Anniversary of CCAMLR meetings. Hobart, Tasmania. |
| 31 | October | 2001- | World Tourism Convention-inc. Antarctic Tourism. Hobart, Tas. |
| 2 | November | 2001 | For further details contact www.worldtourismconvention.com |
| 18 | November | 2001 | Working Ports Exhibition, Hobart, Tasmania. |
| 12-16 | November | 2001 | '40 Years On: the Antarctic Treaty System in the 21 st Century' Conference. Wilton Park, UK. (Invitation only) |
| 19-21 | November | 2001 | Australian Academy of Technology, Science and Engineering Symposium – Looking South – Managing Technology, Opportunities and Global Environment. Hobart, Tasmania. |
| 10 | December | 2001 | 90 th Anniversary of departure from Hobart of Douglas Mawson's Australasian Antarctic expedition. |
| 29 | December | 2001 | International Biodiversity Day. |

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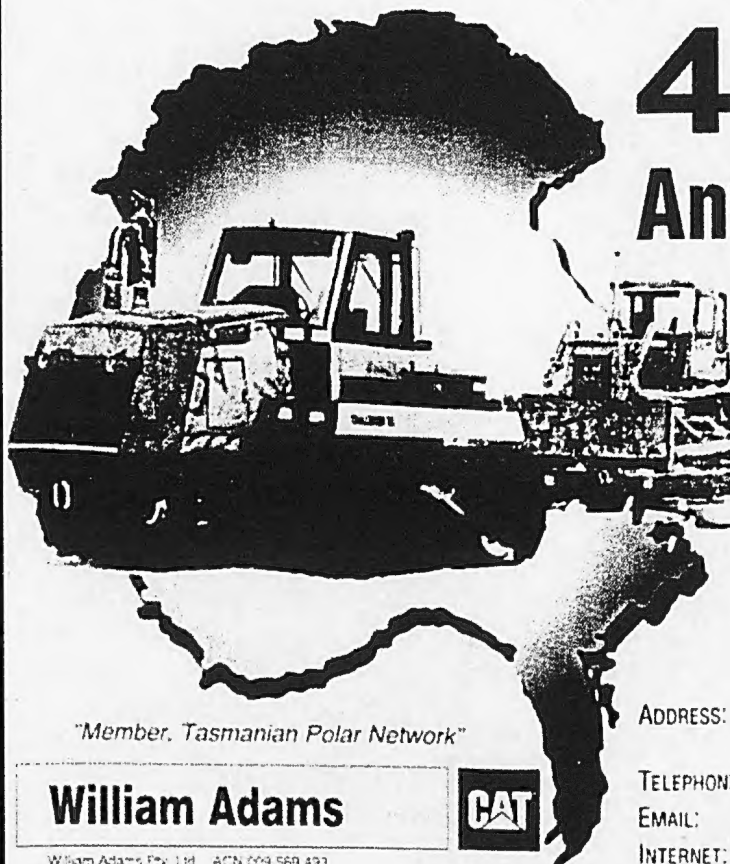
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ANTARCTIC AND SOUTHERN OCEAN SHIPPING CALENDAR

| | | | | |
|-------|-----------|-------|-------------------------|---------------------------|
| 28 | September | 2001 | AURORA AUSTRALIS V2 | Departs Hobart. |
| 1-2 | October | 2001 | AURORA AUSTRALIS V2 | Macquarie Island. |
| 11-16 | October | 2001 | AURORA AUSTRALIS V2 | Casey Base. |
| 20-22 | October | 2001 | L'ASTROLABE | Departs Hobart. |
| 26-30 | October | 2001 | AURORA AUSTRALIS V2 | Arrives, departs Hobart. |
| 29 | October | 2001 | HMAS MELVILLE V1 | Departs Hobart. |
| 1 | November | 2001- | AURORA AUSTRALIS V3 | Marine Science. |
| 8 | December | 2001 | | |
| 2 | November | 2001 | HMAS MELVILLE V1 | Macquarie Island. |
| 10-12 | November | 2001 | POLAR BIRD V4 | Arrives, departs Hobart. |
| 15 | November | 2001 | HMAS MELVILLE V1 | Arrives Launceston. |
| 24 | November | 2001- | SIR HUBERT WILKINS | Departs Hobart for |
| 4 | December | 2001 | | Cape Adare. |
| 25 | November | 2001 | KAPITAN KHLEBNIKOV V4.2 | Departs Hobart. |
| 28-29 | November | 2001 | KAPITAN KHLEBNIKOV V4.2 | Macquarie Island. |
| 30 | November | 2001- | | |
| 4 | December | 2001 | POLAR BIRD V4 | Sansom Island. |
| 4-6 | December | 2001 | L'ASTROLABE | Arrives, departs Hobart. |
| 9-13 | December | 2001 | POLAR BIRD V4 | Mawson Base. |
| 14-16 | December | 2001 | ITALICA | Arrives, departs Hobart. |
| 15 | December | 2001 | SIR HUBERT WILKINS | Departs Hobart for |
| 10 | January | 2002 | | Commonwealth Bay. |
| 15-17 | December | 2001 | AURORA AUSTRALIS V3 | Arrives, departs Hobart. |
| 19-20 | December | 2001 | KAPITAN KHLEBNIKOV V4.2 | Arrives, departs Hobart. |
| 26-30 | December | 2001 | L'ASTROLABE | Arrives, departs Hobart. |
| 26 | December | 2001- | AURORA AUSTRALIS V5 | Casey Base. |
| 1 | January | 2002 | | |
| 27-30 | December | 2001 | POLAR BIRD V4 | Arrives, departs Hobart. |
| 10-12 | January | 2002 | AURORA AUSTRALIS V5-V7 | Arrives, departs Hobart. |
| 11-14 | January | 2002 | POLAR BIRD V6 | Davis Base |
| 18-23 | January | 2002 | POLAR BIRD V6 | Mawson Station. |
| 19 | January | 2002 | SIR HUBERT WILKINS | Departs Hobart for Cape |
| 24 | February | 2002. | | Adare, Macquarie Is. |
| 23 | January | 2002- | AURORA AUSTRALIS V7 | Marine Science. |
| 6 | February | 2002 | | |
| 24-27 | January | 2002 | L'ASTROLABE | Arrives, departs Hobart. |
| 5 | February | 2002 | POLAR BIRD V6 | Arrives Hobart. |
| 7 | February | 2002 | AURORA AUSTRALIS V7 | Davis Base. |
| 12-14 | February | 2002 | KAPITAN KHLEBNIKOV | Arrives, departs Hobart. |
| 15-18 | February | 2002 | L'ASTROLABE | Arrives, departs Hobart. |
| 21-23 | February | 2002 | AURORA AUSTRALIS V7-V8 | Arrives, departs Hobart. |
| 26 | February | 2002 | AURORA AUSTRALIS V8 | Macquarie Island. |
| 6 | March | 2002 | AURORA AUSTRALIS V8 | Arrives Hobart. Off-hire. |
| 12 | March | 2002 | L'ASTROLABE | Arrives Hobart. |